

**A. M. R. A.**

Australian Model  
Railway Association

# JOURNAL

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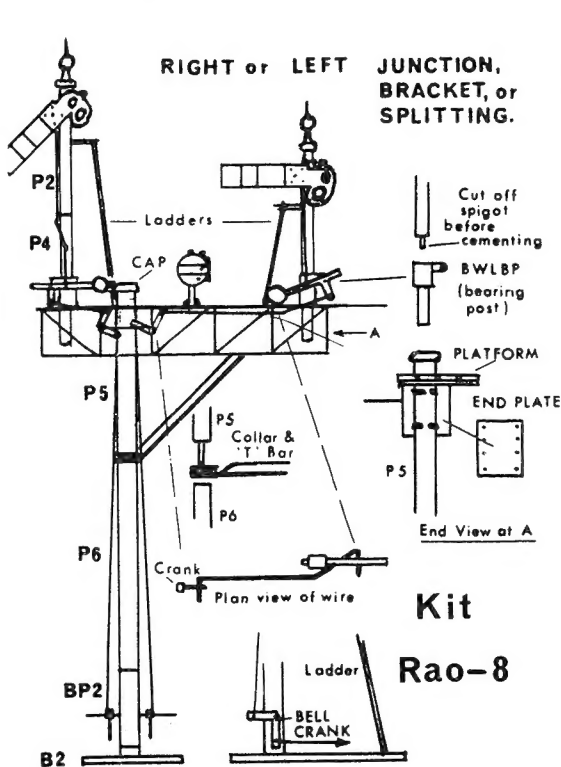
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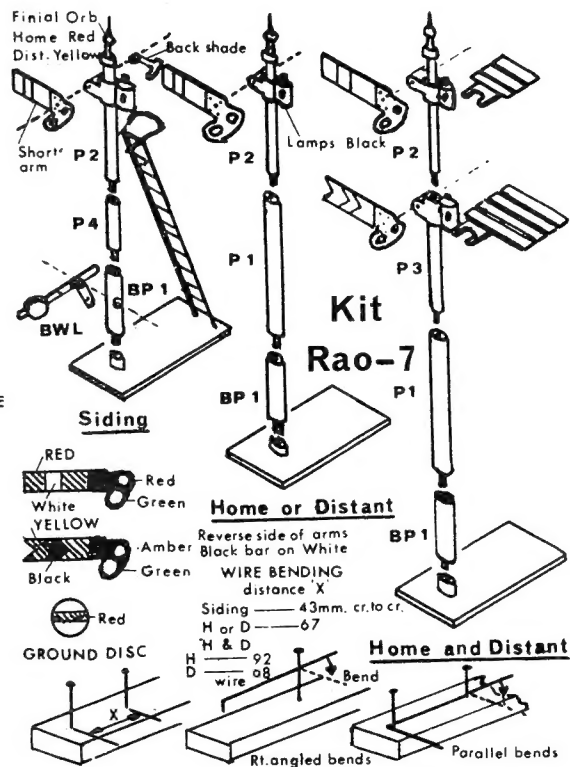
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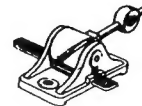
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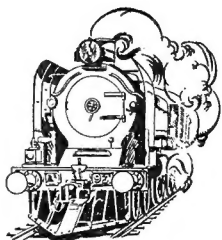
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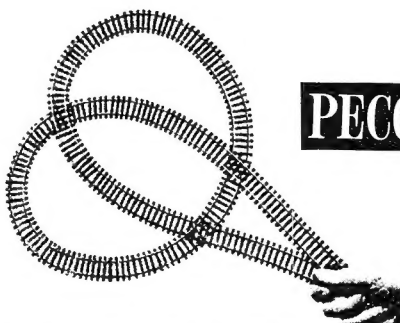
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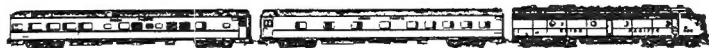
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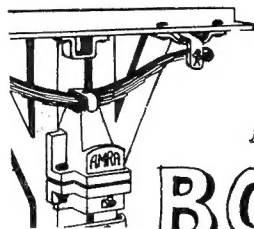


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## THOSE OTHER GAUGES

As an Association we must realise that we try to encourage modellers in all scales and gauges. We have been accused of becoming more and more HO/00 oriented (see Pop Valve) and this is only because the material that you send in for Journal is largely HO/00.

Can it be that those workers in other scales and gauges do not wish to see their scale and/or gauge represented in our magazine, or is it that they are content to see our magazine remain as it is?

As Editor all that I can do is exhort them to set to and write that article that has been hatching in the back of the mind for some time, and send it on to me. If necessary, I will knock it into shape, and then pass it on to the publisher for inclusion in the Journal. Your sketches can be redrawn by our draughtsmen if you are a bit rusty in that department.

However, I must reiterate, we can only publish in Journal the articles you send in. I am an HO man, and so if I have to write an article to fill in a blank space then it will most likely be related to the things I know most about.

REX LITTLE.

## COVER PHOTO:

3009 leaves Canowindra with a down mixed goods. (13/10/1966)

Photo: A. Templeman.

## CONTENTS

Secretary's Desk	2
Swansea Bay Railroad	3
Competition Photos	9
Commercial Development of our hobby	13
Prototype Station Layout	15
Canowindra	
Pop Valve	18
Branch Reports	20
Shop Spy	21

## CREDITS

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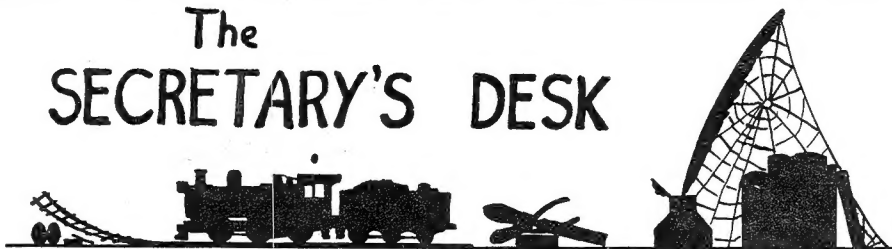
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# The SECRETARY'S DESK



Since taking over this office at the end of October I think I have written more letters in that time than in the last 20 years or so, yet looking through the correspondence file I find that apart from intercommittee letters and reports, I have received letters from only 15 members out of a membership of 321.

I think we find it more pleasurable to spend hours working out layout designs or alterations, wiring diagrams plans of models we would like to build etc., and keep all the ideas to ourselves or at the most only let trusted mates in on the ideas, yet amongst 300 odd members there must be plenty of things happening which would be of interest to the remainder.

Similarly from amongst the members, someone will have the answer to that curly problem that has you snagged all for the want of a couple of minutes of time, a pencil, a piece of paper, an envelope and a 5 cent stamp.

We all like to receive each copy of Journal and after reading pass judgement of same, but remember the contents are only as interesting as we the members are to make them, don't blame the Editor or the committee, for any short comings.

Now another drip of water on the proverbial stone, COMPETITIONS. You will have noticed the results of the last series, any of your names could have been amongst them. Having seen the entries and they were good, I con-

gratulate the winners, but I must say that in Sydney at least I have seen other models on layouts that should have been in front of the judges as well. So what about having a go next time. We will remind you again from time to time.

You will have noticed a couple of changes in the credits column in the March/April issue. To our ex-typiste Mrs. Medlin many thanks for all the hours you expended on our behalf over several years and we wish you all success in your new position, also to Mal Baker for giving up many valuable hours of modelling time to attend to the duties of Registrar. (I hope that layout is in full operation by now). Now a welcome to Dot Treseder and June Dunn for joining the happy band!! May we have more feminine support.

NORM READ.

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# THE SWANSEA BAY RAILROAD

BY R. SMITH -

The concept of the Swansea Bay Railroad is based on a short line situated on the North American East Coast to provide freight and passenger services between the fishing port and ferry terminal at Swansea and some 40 miles distant the inland industrial city of Rocas. The S.B.R. extends trackage rights to two other East Coast railroads to use its Westbound track through a pass in the Spiral mountains in exchange for the right to operate freight and overnight sleeper car services over their tracks to certain Interstate cities.

The origin of the S.B.R. must date back to a Hornby "O" gauge tinplate that was eventually discarded to be replaced many years later by an assortment of Triang "OO" purchased at auction.

Any member who has tried to explain to a normally understanding wife this sudden passion for playing trains will surely appreciate the rather vague explanations that uttered forth especially since my only son was then a mere 3 months old. However the bug having bitten no verbal force could stop the further expansion of the S.B.R.

In addition to the double track mainline from Rocas to Swansea a branchline service is operated from Swansea to Whroo by an R.D.C. The Interstate line joins the mainline at Jesville Junction and reference to the track diagram will show that trains in the down direction use the head shunt at Jesville while arriving trains run around the balloon loop at Swansea to join the up track to Rocas or beyond in the case of through trains.

A daily workers train carries com-

muters between the Swansea ferry terminal and Rocas with the R.D.C. serving the branch line and providing off-peak services.

Freight services include a daily interstate service and local switching between Swansea wharf, a fish cannery and chemical works at Whroo and the freight yards at Rocas and Jesville.

A new spur line is proposed to top a rich coal seam that has been discovered at Jesville. A considerable amount of rolling stock from other roads can be seen on the S.B.R. while the rolling stock and some locos of the S.B.R. have a distinctly German appearance, and rumour has it that the impoverished President of a certain South American Republic gave this equipment to the S.B.R. in exchange for guns and ammunition to quell revolutionary elements within his borders. (Boy what a tall one!!)

As Chief Engineer of the S.B.R building trackwork has been my speciality; and the layout occupies one end and down one side of a 30 feet long garage.

It has two continuous running loops that I find very convenient to demonstrate to visitors, but point to point operation employing two operators and a fast time clock is normal operation. Control is by a combination of section and cab control.

Separate controllers operate 4 mainline and one yard section that are each divided into a further 3 or 4 cab sections. A master control at Rocas enables solo operation while two more operators can control train movements from an auxilliary panel at Jesville. Points operation is by Merco system



within 6 feet of Rocas and by point motors or hand levers at other locations.

Three holding tracks simulate operation on the Interstate line which in the down or Eastbound direction requires a waiting loco to attach to the rear of a train arriving in the head shunt at Jesville from whence it departs after uncoupling the engine that ran it from Rocas. This movement adds considerable interest to operation although as you can see, a train arriving from Interstate takes the loop at Swansea and retains its original loco through to Rocas.

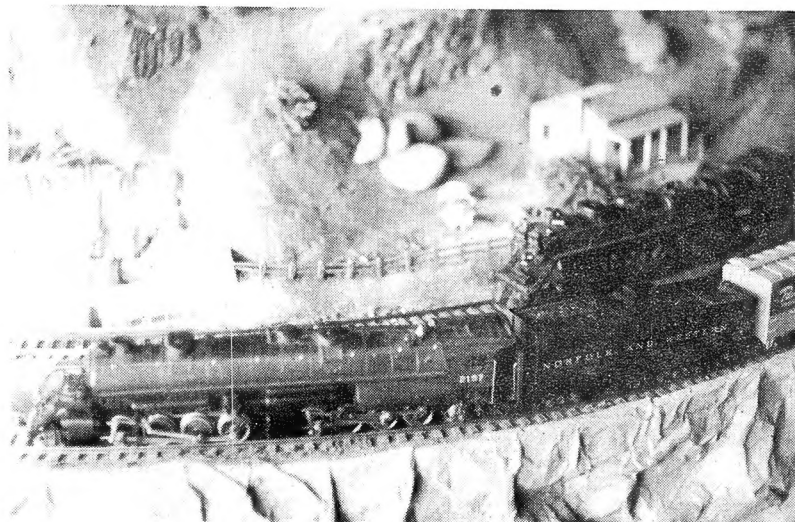
In order to stretch the mainline mileage through the mountains, trains on both up and down are held in the tunnels for one scale hour (viz. five actual minutes) and this arrangement I hope eventually to make automatic by the use of track relays and timers that can be bypassed should non-stop running be required.

This arrangement, in addition to stretching track mileage, is also convenient to allow the clearance of an arrival track or platform by the shunting crew when the timetable is somewhat crowded.

Although signalling is virtually non-existent at the moment. The installation of 2 colour light signals actuated by the passing engine using transistor detectors and relays is planned for the near future.

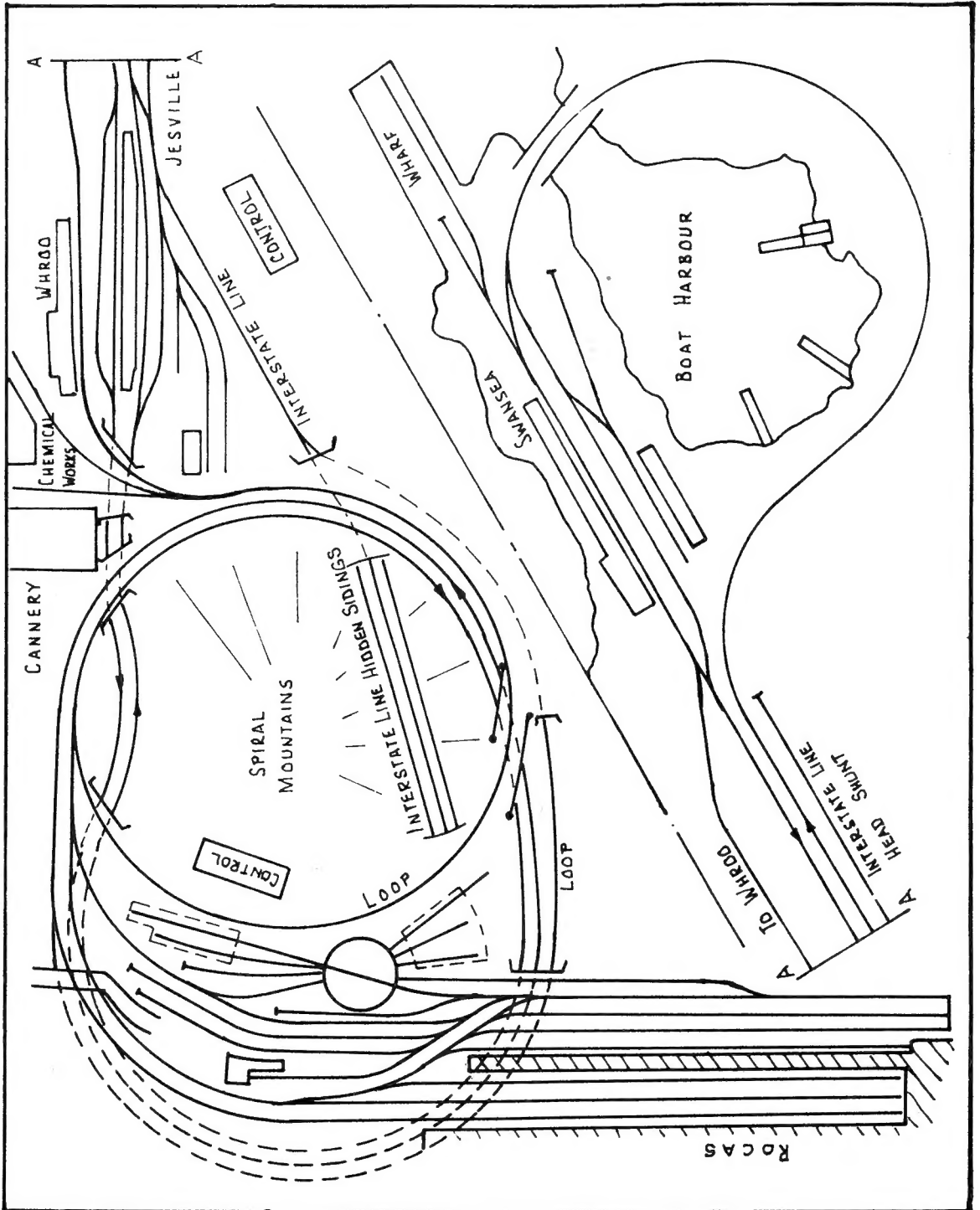
The majority of rolling stock is Fleischmann and Athearn while the loco roster comprises a number of Fleischmann Tyco and modified Triang plus one or two Japanese types that look magnificent, but their track holding qualities leave a lot to be desired although this of course could be my own trackwork to blame.

At this point a trip on the S.B.R. could be opportune and so we proceed to platform 2 at Rocas where the mid-day mail for Swansea is soon to depart



Through Spiral Mountains.





hauled by a Baldwin built Mikado. On an adjacent centre track the sleeper coaches for the Interstate train are being prepared for departure at 9.00 p.m., while across to our right are both steam and diesel loco sheds and we notice a Mikado and a German Type 2-8-4 tank simmering on the steaming track. An 0-6-0 tank loco is working the freight yard as a visiting twin Alco diesel unit is refuelling beside the diesel shed that houses a hood type diesel of possible G.M. manufacture. Actually the S.B.R. operates a steam roster of 6 locos, but at times of peak traffic demands may lease 2 or 3 diesels from neighbouring roads. A set of Pullman coaches and one or two odd coaches probably off loaded from trains passing through, complete the line up on the storage sidings, but enough of the sight-seeing as it is time to board our train and depart.

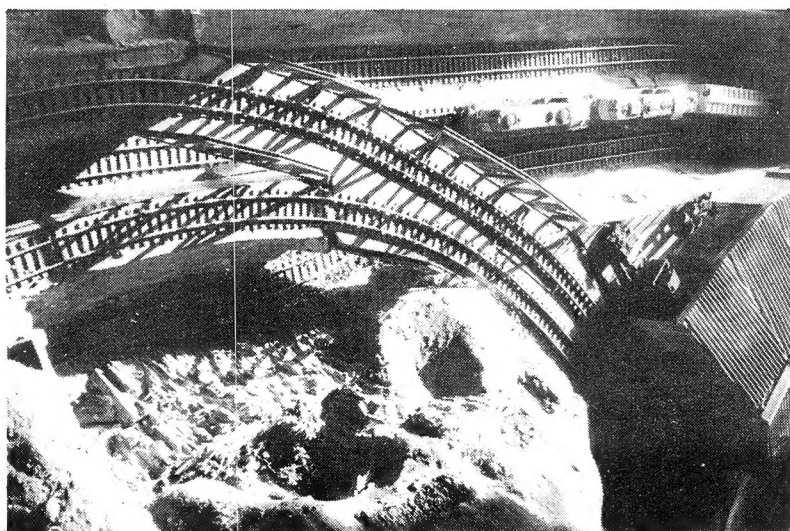
Leaving Rocas, which incidentally has 3 platforms capable of holding trains of 6 coaches in addition to 3 coach storage sidings, the track

curves to the right under an overhead road bridge passing the freight departure track converging on our right beside the diesel shed.

Leaving the yard limits, we notice the loop line used by freight trains only from Whroo on our right while the single Westbound mainline of the Pennsylvania R. R. disappears into a tunnel to our left after leaving S.B.R. trackage that carried their trains over the mountains.

One hours travelling mostly down-grade and including two tunnels finds the air brakes being applied as we run into the island platform at Jesville. Jesville being the junction point of the Interstate line, has two passing loops, head shunt and a three track freight yard where incoming Interstate freight trains are sorted for local runs to Whroo and Rocas.

Some ten minutes after leaving Jesville our train is skirting the shores of a boat harbour, crossing the



Looking down on the Flyover.

plate girder bridge at its entrance and entering Swansea Station where a 15 minute stop is scheduled for engine requirements.

Swansea station, while being very scenically situated between seafront and boat harbour, is very limited as regard future track expansion and in fact has only a passing loop and a smaller platform at which the R.D.C. now stands while an engine siding and wharf siding for the loading of refrigerated fish vans complete the track facilities.

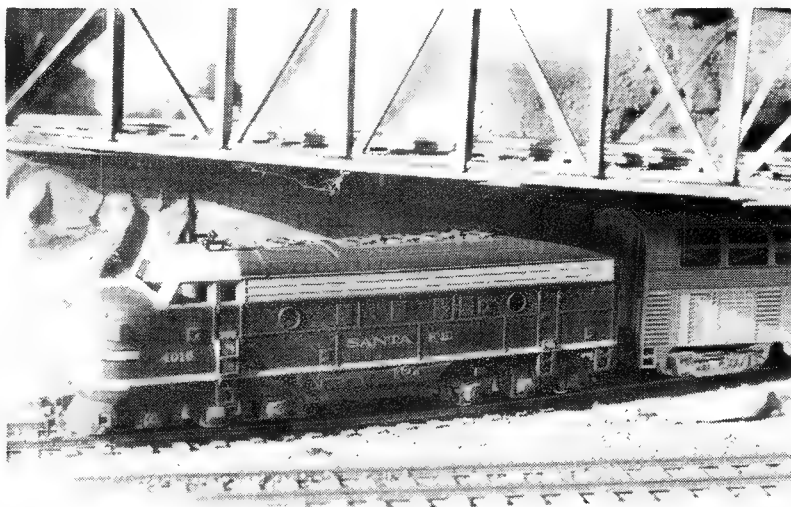
Leaving Swansea behind, the diverging Whroo branch line goes off to our right and after a short pause at Jesville we tackle the curving grades of the Spiral mountains culminating in a tortuous 1 in 40 grade around a sharp curve that sometimes requires the use of a helper engine from Jesville to handle the heavier tonnage. We run into Rocas some 10 minutes late due to poor steaming by our loco and so ends an every day mundane journey that is part of an operating timetable that

adds continual interest and variety to model railway operation. Timetable operation gives one a purpose for running trains and the odd Special passenger, extra freight or light engine must be dovetailed into the overall pattern if chaos and delay are to be avoided.

Someday I intend (when time permits) to scrap this American theme and model Australian railways as I feel that endless variety exists within our own shores if one only has the time and energy to devote to it.

In conclusion I would like to say to those would be or armchair modellers, of which our ranks seem to comprise too high a percentage, to get up and give it a go.

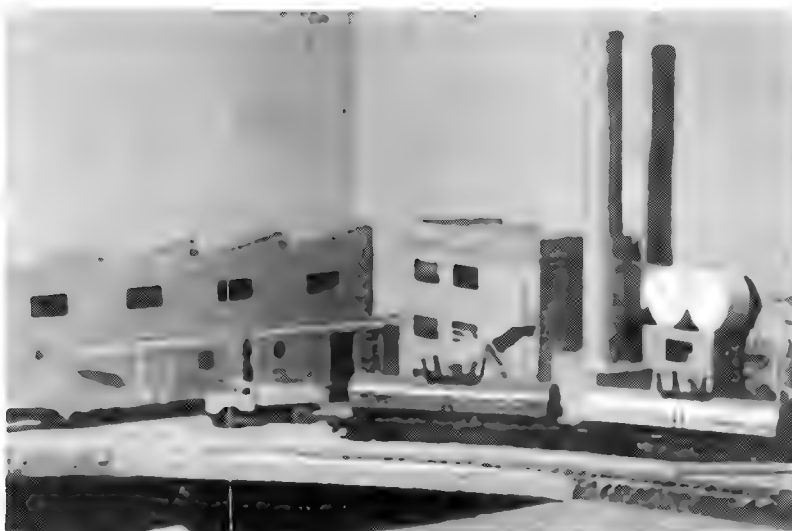
You will probably make as I have, many mistakes, but in the process the valuable experience gained will give you loads of satisfaction and make you realize, as I have, that as a hobby Model Railways offer a lifetime of interest and variety.



Flyover with Up and Down mainline.



Flyover near Rocas.



Industry at Whroo

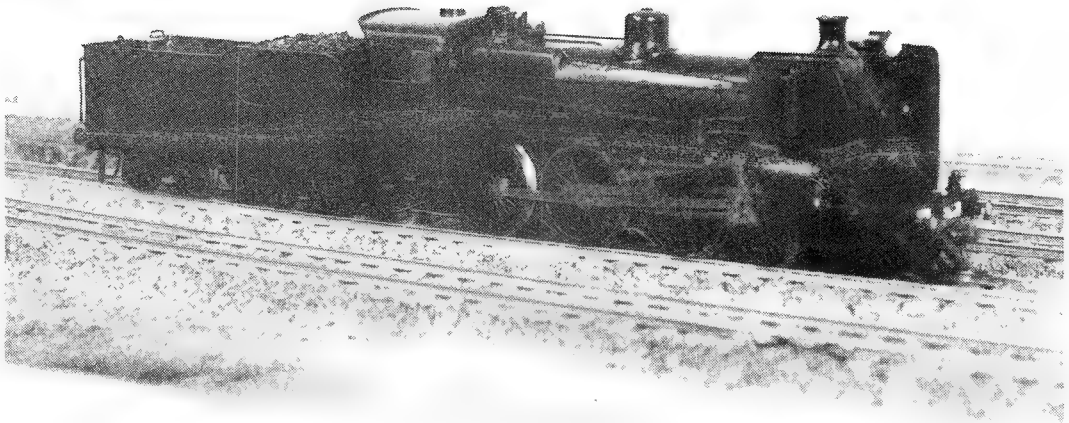


Photo by B.E. Lovett

THE TIM DUNLOP CUP - WINNING ENTRY

HO Gauge V.R. A2 class steam loco scratch  
built by:

W.D. BRISBANE,  
2 Moray Street,  
East Bentleigh, Vic.

Loco Competition 1969 Section 1: The Tim Dunlop Cup. Locomotives in steam, diesel or electric outline, scratch built with the exception of motors, wheels and small fittings. Such items to be listed with each entry. For the purposes of the competition a Rail Bus, Rail Car or Suburban Electric Motor Coach will be considered a locomotive.



Photo by B.E. Lovett

THE SOUTH GIPPSLAND BRANCH TROPHY - WINNING ENTRY

HO Gauge N.S.W.R. 42 class diesel loco converted  
from Rivarossi diesel.by:

B.E. LOVETT,  
26 Blaxland Road,  
West Killara, N.S.W.

Loco Competition 1969 Section 2: Trophy donated  
by South Gippsland Branch. Locomotive steam,  
diesel or electric outline converted or modified  
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type. For the purposes of the competition a  
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Coach will be considered a locomotive.

A.M.R.A. JOURNAL - ANNUAL INDEX - 1967      Issues numbered 66 to 71.

<u>Subject</u>	<u>Issue</u>	<u>Page</u>
Advisory Panel	66	28
	69	126
Bench Work without Tears	M. McKinnon 71	3
Book Review - The Railway Age	71	19
Branch Notes: Victoria	66	41
	69	129
	70	149
	71	17
	68	104
N.S.W.	66	41
	67	65
	69	129
	70	149
	71	17
	67	65
Q'ld.	69	129
	71	17
Sth. Gippsland	67	65
Blue Mountains	69	129
Camden-Campbelltown	B. Boydell 66	42
Competitions - Conditions of Entry	67	78
	69	108
Constructing a timber Trestle in HO	M. Dixon 70	144
Conversion of Airfix - NSW S. Wagon	C. Gilbertson 68	88
Conversion to NSW Hoppers BCH-BWH	C. Gilbertson 71	15
Construction Articles:		
Bench Work without Tears	M. McKinnon 71	3
Constructing a Timber Trestle	M. Dixon 70	144
Diesel Shunter That Wasn't	B. Rowling 70	135
Designing the Layout	A. Dowel 70	137
Electricclinic, No. 2 The Diode	A. Dowel 66	29
Electricclinic, No. 3, Relays	A. Dowel 67	66
Foundations, The	A. Dowel 71	9
Hildenhurst Pt. 1.	D. M. Hodges 67	63
Pt. 2.	68	82
How we built the MMR, Pt. 4	A. Dowel 67	61
Rail Car for Your Layout, A	R. Little 66	35
Right of Way	M. McKinnon 66	49
Styrene, The Versatile Material	J.A. Ball 67	79
Unsoldering	67	79
Wood for Works and Ways	M. McKinnon 67	75
Your First Purchases	A. Dowel 69	122
Diesel Shunter that wasn't Diesel & wouldn't Shunt	B. Rowling 70	134
Designing the Layout	A. Dowel 70	137
Electricclinic, No. 2, The Diode	A. Dowel 66	20
Electricclinic, No. 3, Relays	A. Dowel 67	66
European Newsletter No. 1.	E. Raddatz 68	101
No. 2.	69	127
No. 3.	70	151
Foundations, The	A. Dowel 71	9
Gossip Branch Line, The	66	51



How we Built the MMR. Pt. 4	A. Dowel	67	61
Hildenhurst, Pt. 1	D.M. Hodges	67	63
Pt. 2		68	82
Journal Box:			
You Can't have It Both Ways		66	27
Are You an Armchair Modeller?		67	53
We All Need a Goal		68	81
For Beginners		69	107
Are You Guilty		70	133
Baseboards		71	1
Layouts:			
Hildenhurst, Pt. 1	D.M. Hodges	67	63
Pt. 2		68	82
Midland Railway, The	B. Rowling	67	55
Orange & Central West M.R. Co. The	C. Gilbertson	69	109
London Newsletter, No. 1	E. Radatz	68	85
No. 2		69	132
Memories of the Camden-Campbelltown Line	B. Boydell	70	140
Midland Railway, The	B. Rowling	67	55
News From Other Clubs: MMRS		66	34
		68	103
		69	131
		70	136
Auckland Metrop. MRC. Inc.		70	136
Orange & Central West M.R. Co. The	C. Gilbertson	69	109
Prototype Articles:			
Camden-Campbelltown line	B. Boydell	66	42
Memories of the Camden-Campbelltown line	B. Boydell	70	140
Review of the V.R. 2'6" N.G.	J.A. Ball	69	115
Signalman's Computer		66	51
Toughest Railway on Earth, The	F. Sibson	68	96
President's Desk		70	150
		71	2
Pop Valve		66	33
		67	78
		68	92
		69	130
Rail Car for Your Layout, A.	R. Little	66	35
Range Centenary, The	P. Mottram	71	8
Review of the V.R. 2'6" N.G.	J.A. Ball	69	115
Right of Way	M. McKinnon	66	49
Secretary's Desk		67	54
		69	109
		71	2
Signalman's Computer		66	51
Shop Spy		66	52
		68	106
		70	148
		71	20
Styrene, The Versatile Material	J.A. Ball	71	16
Sydney Exhibition, 1967	C. Gilbertson	71	18
Toughest Railway on Earth, The	F. Sibson	68	96
Unsoldering		67	79
Wood for Works and Ways	M. McKinnon	67	75
Your First Purchases	A. Dowel	69	122

A.M.R.A. JOURNAL - ANNUAL INDEX - 1968. Issues numbered 72 to 77.

<u>Subject</u>		<u>Issue</u>	<u>Page</u>
Advisory Panel - Questions and Answers		76	20
Basic Problem Solved, A,	A. Dowel	73	14
Beginner's Guide Supplement		75	
Big Switch, The	Ted Frost	77	19
Branch Reports: Victoria		72	4
		73	16
		74	17
		75	17
		76	21
		77	22
N.S.W.		73	16
		77	22
South Gippsland		77	22
Budget Branch, or Man Over Lack of Money	P. Mottram	72	11
Cane Tramways of Queensland, The	Bill Hungerford	72	5
Cheap Girders for Bridges		74	16
Construction Articles:			
Basic Problem Solved, A.	A. Dowel	73	14
Electrical side, The	A. Dowel	73	11
Good Trackwork	A. Dowel	72	2
Kaydee Couplers for Rivarossi Vehicles (Bogie Mounted)	J. Allen	74	15
New MMRS Point Motors, The	A. Dowel	75	11
Scenery - The Final Touch	A. Dowel	74	10
Switches for the MMRS Point Motors	A. Dowel	76	3
Trees	K. Elder	73	15
Electrical Side, The	A. Dowel	73	11
Emu Bay Railway Co. Ltd.	Ted Frost	76	8
Fyshwick Sidings The	E. O'Halloran	75	4
Good Trackwork	A. Dowel	72	2
Journal Box:			
A New Era		77	1
No Prize for Speed		76	1
The Country Member		75	1
Why Should you Be a Club Member		73	1
You Should Be an Association Member		74	1
Your Permanent Clubroom		72	1
Kit Review - Tonlin Kits		75	20
Kaydee Couplers for Rivarossi Vehicles (Bogie Mounted)	J. Allen	74	15
Model Railway Exhibition - Sydney 1968 by N.S.W. Branch		77	11
Model Reliability Test		75	16
News from Other Clubs: Canberra M.R.C.		74	17
		75	17
		76	22
Melbourne M.R.S.		73	16
West Australian M.R.C.		76	31
Nashdale, Borenore, & Amaroo N.S.W.	A. Templeman	74	4
New MMRS Point Motors, The	A. Dowel	75	11
Penn Central, The	R.L. Rhodes	73	9

Pop Valve		73	17
President's Corner		77	11
Prototype Articles:		74	2
Cane Tramways of Qld. The	B. Hungerford	72	5
Fyshwick Sidings, The	E. O'Halloran	75	4
Nashdale, Borenore & Amaroo	A. Templeman	74	4
Sarah's 2 foot Gauge Masterpiece	F. Sibson	77	3
Real Casey Jones, The	F. Sibson	74	7
R.R. for Short	F. Sibson	73	3
Sarah's 2 foot Gauge Masterpiece	F. Sibson	77	3
Scenery, The Final Touch	A. Dowel	74	10
Secretary's Desk		73	2
		75	2
		76	2
		77	2
Shop Spy		72	6
		73	17
		74	19
		75	19
		76	23
Simon's Railway	D. Gutteridge	73	8
Switches for the MMRS Point Motors	A. Dowel	76	3
Sydney Model Railway Exhibition		77	11
Trees	K. Elder	73	15
Will I Scratch Build	B. Bruce	75	6
Workshop Topics	Conn Rod	77	19



Photo by B.E. Lovett

THE N.S.W. BRANCH TROPHY - WINNING ENTRY

HO Gauge N.S.W.R. SHG guards van, scratch  
built by:

B.E. LOVETT,  
26 Blaxland Road,  
West Killara, N.S.W.

Rolling Stock Competition 1969 Section 1:  
Trophy donated by the N.S.W. State Branch.  
Any item of Australian rolling stock, scratch  
built except for wheels, bogies and couplers.



Photo by B.E. Lovett

THE VICTORIAN BRANCH TROPHY -- WINNING ENTRY

H0 Gauge N.S.W.R. SS open wagon converted  
from Hornby Dublo open wagon by:

B.E. LOVETT,  
26 Blaxland Road,  
West Killara, N.S.W.

Rolling Stock Competition 1969 Section 2:  
Trophy donated by the Victorian State Branch.  
The conversion or modification of any commercial product or model to represent any prototype vehicle. Each entry must include the name of the company from which the model is copied plus the names of the commercial products used.

# The Commercial Development Of Our Hobby

PART (1) BY E. FROST

It has occurred to me that even though we are quite familiar with Model Railways in the 1960s, very few of us have any idea of the development of this great hobby we follow.

How many of us can answer the question "when was the first electric powered model train run?" or "when was the first exhibition of a HO model railway to the general public or other questions about the development of our hobby. The object of this series of articles is to sketch the development of "toy trains" from the early crude beginnings to the present time.

In the early days of "live" railways, there were no set standards of gauge, couplers, rolling stock, signal devices etc., thus making it virtually impossible to connect one service to another. The model railway was in this stage of development also, and as far as scale models were concerned, the early attempts were crude indeed. The object of this word sketch is to trace the development of the "Commercial Miniature Railways", which is the type of railway the average hobbyist runs. So of necessity not much (if any) mention will be made of the rare genius of the odd early scratch builder who produced some model or other for his own use. This type of fellow was generally years ahead of the commercial field, and in some cases nearly a century ahead. Thomas Davenport a Vermont, U.S.A., blacksmith was one of these rare "brass hats". In 1835 he produced the first electric powered miniature locomotive and ran it around a circular track - 75 years ahead of the first commercially produced models. In every age we find this type of chap but he is usually of the one in a generation class, and of necessity we

must ignore their work in a resume such as this, whilst admitting that often the groundwork of this type of hobbyist is used commercially by someone else maybe 20 or 30 years later.

The earliest model trains were produced as toys back in the 1820s and 1830s and were very crude indeed. They were really only pieces of wood with wheels attached, sometimes crudely shaped into a locomotive outline, but more often than not just painted with a train outline on the side. By the 1850s no further development had taken place, but around this time first appeared the "tinplate" type of train. Here again this was not usually of a "train" shape, just a stencil type drawing on the side of the "train". As yet no rails of any description had appeared and the trains were pushed or pulled along the floor by their owners. It is impossible to imagine that anyone over the age of 6 or 7 had any interest in the "hobby" at this early stage, unless he was manufacturing toys for a living. Some but not many of these early trains were of cast iron.

Time passed, and the Railway Era of the American West dawned. Here came the first real step in the direction of model railways. The manufacturers of railway equipment sent out salesmen to push their products to the hundreds of railway companies that sprang up in America in the 1860s to 1890s, and also to the many countries around the world that were beginning to realise the value to their economy of a railway system. As it was impossible to sell a piece of equipment to countries such as Russia, without giving the purchaser some good idea of what he was getting, these equipment salesmen began to carry small working models to

show investors the type of equipment they intended to run on the railway when the funds had been subscribed. These models were often live steam working models, and were usually very faithful reproductions of the prototype. In some cases they were even the building model of some manufacturer trying to raise finance to go into full scale production. It followed the better the model to show the would be investor or purchaser the better chance of raising funds to build the railway or to make a sale. Here was the real beginning of model railways. The manufacturers were, however, in the equipment selling business not the "toy train" field.

Around this time (1860 to 1880) came the earliest powered models - mainly the result of the German toy industry - that were built purely as toys and not to help sell railways or railway equipment. Action was simple, a large friction wheel that enabled the metal train to travel a few yards under its own self developed power. This was followed by the ingenuity of a few of the European clockmakers who developed mechanism small enough to be enclosed in the crude (by to-days standards) locomotives of the era, and for the first time it appeared that the followers of these toy trains were not all small boys. Now that a power source had been developed wooden rails and flanged wheels appeared as accessories to the "train set", and it was one of the wonders of the age to see one of these run along a circle of track - even if only for a short run. Comments of "what will they think of next" were most likely heard by the older generation of the day.

Meanwhile the more well-to-do members of society had discovered the fact that miniature models carried by the railway equipment salesman really were live steam powered. Most of

these had a small alcohol burner to generate the steam. It was but a short step for these to appear flanged wheels, rails and all, in the homes as the latest toy for the son and heir of the household. The cost of obtaining one of these however, ensured that only the wealthy could afford to indulge their children with them. These miniature live steamers were not all as small as the name implied. They could be anything up to  $\frac{1}{4}$  the size of the original, and many eventually found their way into the fairs and carnivals of the western world to compete with the carasol and other inventions devised to keep the kids happy and dad poor. The miniature train was still looked upon as a toy however, and like most toys was soon discarded, by the young owner for some new attraction.

The big breakthrough as an adult hobby however, was not far away. Russia with its vast distances, was a natural for railways, and the American manufacturers sent their salesmen off to see what could be done about it. Czar Nicholas was shown the usual salesman's working models and decided it was just the thing for the Royal Children, so a complete set was ordered and duly delivered. It was set up in the Royal Palace, and the Ministers of State were not impressed thereafter when they had to cool their heels for hours waiting whilst the Royal Papa played with junior's trains. Surely Czar Nick was the first of thousands of dishonest dads who bought the train for the kids but woe betide the ungrateful little brat who suggests that he should be the one to control it. From here on it was a case of "if it's good enough for the Czar of all the Russias, it's almost good enough for me".  
(to be continued in our next issue)



# PROTOTYPE STATION LAYOUTS

## CANOWINDRA

BY A. TEMPLEMAN

Canowindra is situated on the branch line that runs from Cowra to Eugowre, in the central west of N.S.W. (See locality map which accompanied the Carcoar - Woodstock article in Journal No. 78) This branch traverses a wheat growing area and a silo is a prominent feature of several stations on the line, including Canowindra.

As will be seen from the lay-out diagram, Canowindra has quite an extensive yard for a branch line. As well as a passing loop there is a long loop siding serving the goods shed, an open sided storage shed a loading bank and stock races. A second loop siding serves the wheat silo. There are also three dead end sidings serving the Great Western Mills, Tees Mill and a freezing company. A 50 foot turntable is provided. (Some goods trains terminate at Canowindra).

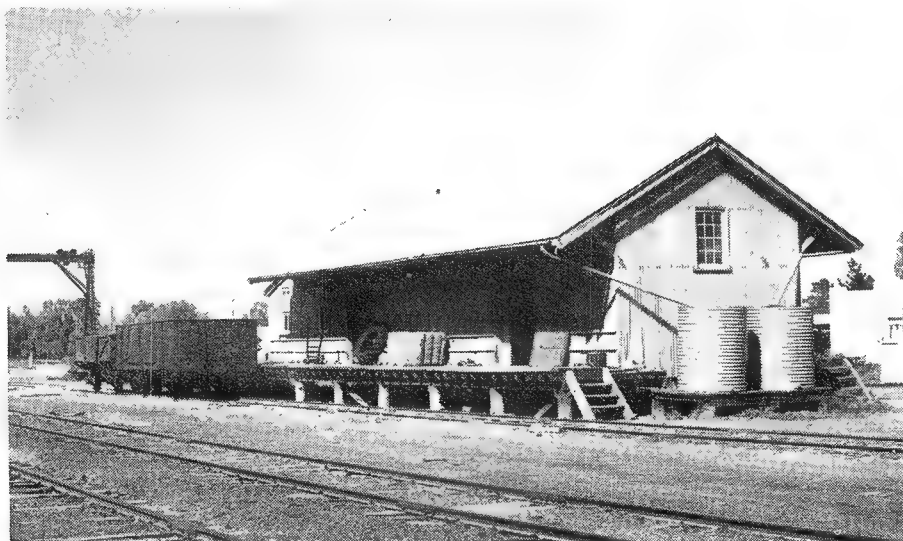
The station platform is a short one with a small timber station building.

The signalling is very simple, consisting of a landmark and a home-signal in each direction. There are no starting signals. The home-signals are mechanically operated lower quadrants.

In the latter days of steam 30T class 4-6-0 locomotives with 6 wheel tender to enable them to be turned on (50 foot turntables) were the normal motive power on the branch. Now 48 class diesels have taken over.

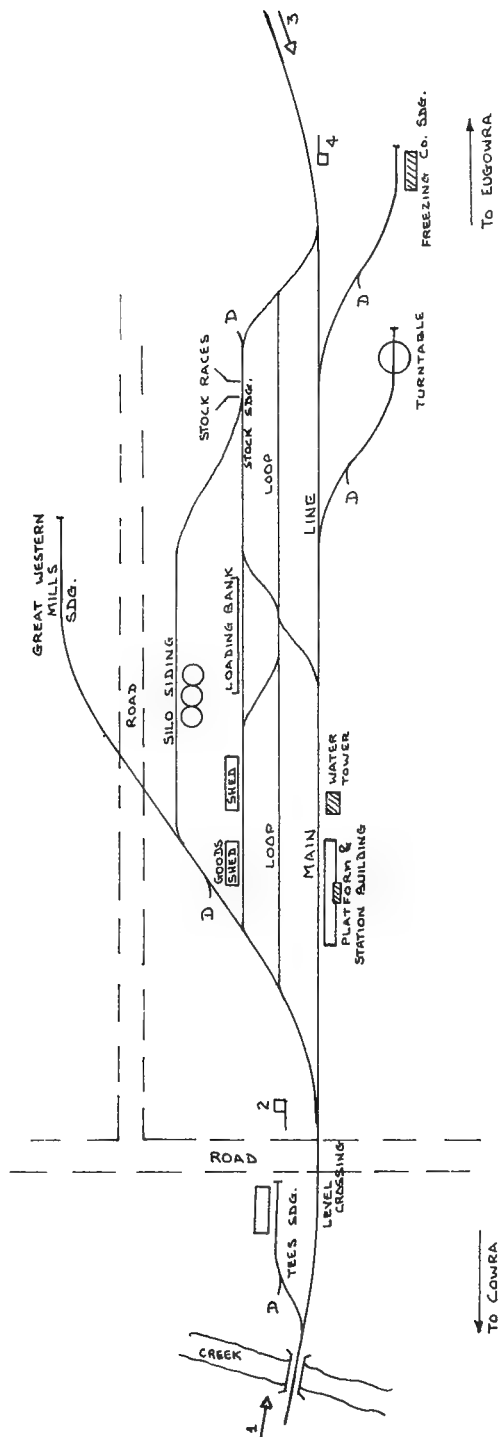
On Mondays and Fridays a two car diesel set connects with the Central West Express at Blayney and runs through to Eugowre. On these days a goods runs from Cowra to Canowindra.

On the other days (except Sunday) a mixed runs from Cowra to Eugowra and return, an HCX or CR car providing the passenger accomodation. Extra goods trains are run as necessary, especially when the wheat is being moved.



Canowindra Goods Shed.

CANOWINDRA



SIGNALLING.

- |                |             |
|----------------|-------------|
| 1. LANDMARK    | 3. LANDMARK |
| 2. DOWN HOME   | 4. UP HOME  |
| (NOT TO SCALE) | D - DERAIL  |



General view of Canowindra yard. Insert: Opposite side of the silo.

The Editor,  
A.M.R.A. Journal,

# Pop Valve

Dear Sir,

Now the Federal Committee has decided to try to find out why so many leave the Association, might it not be as well to look at the needs of the hard core who stay in the Association.

No Association can really expect to be a force if its membership is changing all the time.

In 1962 we received the membership list of those in the Association as at 1/3/62, this list also recorded the gauges or scale many members were interested in. As at 1/3/62 the list shows the Association as having 287 members; the latest list shows us having 302 members at 31/12/68, but this list also contains many Junior and Associate members and if these were eliminated and also the increase in Australia's population taken into account, I doubt if we have made any gain.

Of the 302 members in the last list only 92 or 32% of the 1962 membership remain with us and that means the rest of the 287 or 68% of the 1962 membership are now non-members and no longer with us.

Again looking at the 1962 list of 287 members; 165 members were listed as having or being interested in building 182 layouts and these layouts were

made up as shown in table 1.

Of the 165 members in the 1962 list who are shown in table 1 64 or 39% of these members still remain with us. That is while only 32% of the total membership remain, 39% of those actively using or building a layout remain, so it would appear that being actively engaged in the hobby has helped as it has given an extra 7% the stimulus to remain with the Association.

Assuming the 64 members who are listed in the 1962 membership list as being active in the hobby are still interested in the same scale or gauge, the number of each gauge is given in Table 2, as well as the original number, and the approximate percentage of the original number still with the Association.

So the original 88 interested in HO only 29 or 33% remain, the OO members are approximately the same with 31%, yet of the 27 members interested in O gauge, 19 members or 70% are still with us.

The Journal should be the "mouth piece" of the Association, yet over the years it has become more and more an HO/OO advocate, an advocate of those who do not stay with us. The Association must never favour a scale or gauge.

Table 1

1962 Members

Gauge	HO	OO	O	TT	S	18mm	19mm	21mm	On2	On2½	Sn3½	HOn3½
Number	88	48	27	8	4	1	1	1	1	1	1	1
Approx. % of layouts	48	26	15	4	2	½	½	½	½	½	½	½

Arthur Harrold set a high standard, but certainly not a biased one, as during his editorship the O gauger and every other gauge got a mention. We had S gauge articles, and even gauge 1 was mentioned several times, and here I feel is the first step we must take and that is take more interest in the gauges other than HO/00.

In my State of Western Australia, the Association had five members in 1962, of whom only three remain to-day, and they are all O gaugers. Of the five listed in the 1968 membership only one remains to-day - the O gauger! In this State we have had a big membership turnover, and to me, from my contacts of them, it would appear to be the HO/00 man, who buys his models, who comes and goes. From that do not infer that the O gauger never buys, as amongst our O gauge members here we have one whose layout has appeared in the State's papers and drew a lot of attention when featured on T.V. Many of the items in this layout are collectors gems and could easily realise \$10,000 if sold to collectors on the American market. One Loco alone has been valued at \$2,000.

Apart from the O gauger, it would appear that the lone workers are those who stay, as 50% of the S gaugers are still with us, so are the men using 19mm, 21mm, On2½ and Sn3½ (one of the S and Sn3½ layouts is owned by the same

member). It does appear that, the member using one of the less popular scales or gauges, is most likely to stay with us.

Can we not get back more on the lines of the old Buyers Guide, where those using the lesser known scales could occasionally be advised where odd items were? To-day the Shop Spy, the successor to Buyers Guide, seems to be almost solely HO/00 with an odd mention of TT items, yet only one of the eight TT members of 1962 remain. The O, the S, the TT and all the lesser men want to know where the goods in their scales are.

Perhaps it might be advisable each year for each member, as he renews his subscription, to advise the scale and gauge he is interested in. This perhaps, may give us some idea of trends in the membership.

I am not offering a solution to our problem of membership, as I feel we will always have a fair turnover of members. This is an age of push button entertainment, but this is a hobby requiring skill, time and patience three commodities of which most of us lack at least one, and many who thought they may enter the hobby find it easier to get their enjoyment elsewhere. Never-the-less I feel we may do better to look at the needs of those who stay.

Table 2

1962 Members

Broughton Boydell.

Gauge	HO	OO	O	TT	S	18mm	19mm	21mm	On2	On2½	Sn3½	HOOn3½
Original No.	88	48	27	8	4	1	1	1	1	1	1	1
No. left	29	15	19	1	2	-	1	1	-	1	1	-
Approx. % of original No.	33	31	70	12	50	-	100	100	-	100	100	-

# Branch Reports

## VICTORIA

The 6th Annual General Meeting of the Victorian Branch, A.M.R.A. was held on the 13th March at the clubroom in the Northport Railway Station. After reports from the President and the Secretary, the annual elections were held for Office Bearers and Committee for the year 1969-1970.

The results of the elections were as follows:

President	Mal Baker
Vice-president	Rex Little
Secretary	John Sneddon
Treasurer	Don Gray
Librarian	Ken Down
Committee	Bill Morehouse David Joyce

There being not enough nominations received, Geoff Lean and Graeme Houghton were co-opted on to the committee and Geoff Lean was appointed to act as assistant Secretary.

This apathy of our Vic. Branch members is most disturbing to the active members of the Branch and due to the falling off of member attendance, it has been put before the General Branch members to vacate the rooms at Northport and with their unanimous vote we will now meet at our old venue of "All Saints" hall in Glenferrie Road, (opposite Scotch College) as usual on the 2nd Thursday of the month as from the May meeting on the 8th May, 1969.

Our April meeting, being our auction night, we were unable to obtain the valuable services of Robin Hocking as auctioneer, as unfortunately for us he was on a holiday to New Zealand, but let us say fortunate for him. Never the less our good stalwart, Jack Treseder, performed the duty, admir-

ably assisted by our President, Mal Baker.

The result was very good and no doubt, many members went home with new treasures to use, alter, construct or put in a box for next years auction.

Preparations are building up for our next display at Northland. Meetings of the Exhibition Committee are being held also in regard to our efforts at next years Moomba Festival Exhibition, more about that later.

A new Sub-branch has been formed in the Ivanhoe District and anyone wishing to obtain information, please contact Fyfe Thorpe, 49-4525, who was the main instigator behind the formation of this Sub-branch. Already three meetings have been held and very successful ones they have been.

Our scratch building expert, Norm Robinson, has been at it again and has come up with a "N" class Victorian loco which performed very well.

The new layout for display purposes is proceeding well, and as I write this report, many lengths of Peco track and points are being laid on Peco underlay. The track is in the form of a double track oval with plenty of long yards.

JOHN SNEDDON.

## NEW SOUTH WALES

Since the last report meetings have been held regularly at Rockdale; however it should be stressed that the attendances at some of these meetings have been very disheartening.

Late in February a number of members visited the Sutherland Shire Model Railway Society's layout, and this evening was voted a success by those in attendance. A layout running afternoon was held early in March, whilst later during the month we visited Enfield 'loco' and Delec; the large number present indicating the popularity of the 'big stuff'. Over the Easter weekend the branch played host to the S.C.M.R.A. on the occasion of the Sydney Model Railway Conference, and the operation of our layout was a feature of this visit. The other meeting in April took the form of a working bee.

Meetings were held as usual on the first and third Saturdays of the month; the former date generally being an entertainment meetings, with the latter ones being working bees. The June entertainment meeting will find us riding the trams at S.P.E.R.'s Loftus museum, with a slide afternoon being set down for July, and a talk by a guest speaker for August.

COLIN GILBERTSON.

## Shop Spy

MELBOURNE.

At the Melbourne Sports Depot (121 Elizabeth Street) the following are available - Lima N gauge oddments at ½ price, items of Minitrains HDn 2½ also at ½ price and yard lengths of Graham Farish track at 55 cents per length. The popular Playcraft signal kits are still available now at 20 cents a kit.

CORRECTION.

Journal No. 79 Page 20 Bergs Hobbies "Plasticard" should read "Plastiboard".

### FOR SALE

The Vic. Branch still has A.M.R.A. ties for sale in your choice of maroon or silver grey. Price \$2.00 each including postage. Drop a note to Rex Little P.O. Box 46, Nunawading, Vic., 3131, enclosing your cheque/moneyorder made payable to A.M.R.A. Victorian Branch.

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67	Mar/Apr 67	22)
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69	Jul/Aug 67	4)
70	Sep/Oct 67	24)
71	Nov/Dec 67	30)
72	Jan/Feb 68	11)
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